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NEW TRUCK REGISTRATIONS BY MAKE AND GVW CLASS

SIX MONTHS, 1983 VS. 1982★

		Group 1 6,000 pounds and less	Group 2 6,001-10,000	Group 3 10,001-14,000	Group 4 14,001-16,000	Group 5 16,001-19,500	Group 6 19,501-26,000	Group 7 26,001-33,000	Group 8 33,001 and over	Make Totals
AUTOCAR	**June, '83**	.....	.....	.....	.....	.....	.....	.....	**148**	**148**
	June, '82	.....	.....	.....	.....	.....	.....	.....	58	58
	Year to Date '83	.....	.....	.....	.....	.....	.....	.....	**462**	**462**
	Year to Date '82	.....	.....	.....	.....	.....	.....	.....	312	312
CHEVROLET	**June, '83**	**47,151**	**36,349**	**2,021**	.....	**23**	**408**	**613**	**33**	**86,598**
	June, '82	36,057	29,464	1,825	.....	40	384	640	75	68,485
	Year to Date '83	**228,833**	**179,430**	**5,706**	.....	**129**	**2,196**	**3,054**	**232**	**417,579**
	Year to Date '82	211,479	163,500	9,055	.....	215	2,191	3,653	352	390,445
(Memo Units) #	**June, '83**	**32,019**	**15,760**	.....	.....	.....	.....	.....	.....	**47,779**
	June, '82	22,126	10,939	.....	.....	.....	.....	.....	.....	33,067
	Year to Date '83	**155,049**	**73,868**	.....	.....	.....	.....	.....	.....	**228,917**
	Year to Date '82	127,665	54,122	.....	.....	.....	.....	.....	.....	181,787
DODGE	**June, '83**	**13,601**	**10,378**	.....	.....	.....	.....	.....	.....	**23,979**
	June, '82	13,265	7,070	.....	.....	.....	.....	.....	.....	20,335
	Year to Date '83	**74,307**	**49,458**	.....	.....	.....	.....	.....	.....	**123,765**
	Year to Date '82	72,794	38,048	18	.....	.....	.....	.....	.....	110,860
(Memo Units) #	**June, '83**	**8,713**	**7,603**	.....	.....	.....	.....	.....	.....	**16,316**
	June, '82	8,307	4,812	.....	.....	.....	.....	.....	.....	13,119
	Year to Date '83	**45,599**	**35,062**	.....	.....	.....	.....	.....	.....	**80,661**
	Year to Date '82	46,406	25,865	.....	.....	.....	.....	.....	.....	72,272
FORD	**June, '83**	**33,139**	**50,876**	.....	.....	.....	**840**	**1,450**	**635**	**86,549**
	June, '82	26,886	44,550	.....	.....	.....	995	1,953	863	75,247
	Year to Date '83	**156,384**	**260,675**	.....	.....	.....	**4,357**	**8,854**	**3,593**	**433,863**
	Year to Date '82	120,401	222,290	.....	.....	.....	5,319	11,153	4,348	363,511
(Memo Units) #	**June, '83**	**26,218**	**20,045**	.....	.....	.....	.....	.....	.....	**46,263**
	June, '82	17,309	18,151	.....	.....	.....	.....	.....	.....	35,460
	Year to Date '83	**119,052**	**101,334**	.....	.....	.....	.....	.....	.....	**220,386**
	Year to Date '82	63,351	80,831	.....	.....	.....	.....	.....	.....	144,182
FREIGHTLINER	**June, '83**	.....	.....	.....	.....	.....	.....	.....	**1,246**	**1,246**
	June, '82	.....	.....	.....	.....	.....	.....	.....	591	591
	Year to Date '83	.....	.....	.....	.....	.....	.....	.....	**4,956**	**4,956**
	Year to Date '82	.....	.....	.....	.....	.....	.....	.....	3,613	3,613
GMC	**June, '83**	**11,108**	**11,492**	**40**	.....	**5**	**326**	**785**	**557**	**24,313**
	June, '82	8,215	9,786	86	.....	180	295	820	794	20,176
	Year to Date '83	**50,922**	**56,661**	**130**	.....	**138**	**2,589**	**4,481**	**2,983**	**117,882**
	Year to Date '82	43,951	48,817	631	.....	535	1,800	8,345	4,372	108,451
(Memo Units) #	**June, '83**	**7,095**	**5,340**	.....	.....	.....	.....	.....	.....	**12,435**
	June, '82	4,191	3,152	.....	.....	.....	.....	.....	.....	7,343
	Year to Date '83	**31,896**	**22,923**	.....	.....	.....	.....	.....	.....	**54,019**
	Year to Date '82	21,962	14,211	.....	.....	.....	.....	.....	.....	36,173
INTERNATIONAL	**June, '83**	.....	.....	.....	.....	.....	**1,625**	**1,065**	**1,417**	**4,107**
	June, '82	.....	.....	.....	.....	.....	1,101	1,012	1,720	3,833
	Year to Date '83	.....	.....	.....	.....	.....	**7,689**	**5,308**	**8,895**	**21,892**
	Year to Date '82	.....	.....	.....	.....	.....	7,015	6,038	8,551	21,604
JEEP	**June, '83**	**4,031**	**2,535**	.....	.....	.....	.....	.....	.....	**6,566**
	June, '82	4,015	2,309	.....	.....	.....	.....	.....	.....	6,324
	Year to Date '83	**19,842**	**13,388**	.....	.....	.....	.....	.....	.....	**33,230**
	Year to Date '82	16,717	12,515	.....	.....	.....	.....	.....	.....	6,324
(Memo Units) #	**June, '83**	**4,031**	**2,199**	.....	.....	.....	.....	.....	.....	**6,230**
	June, '82	4,015	1,760	.....	.....	.....	.....	.....	.....	5,775
	Year to Date '83	**19,842**	**11,132**	.....	.....	.....	.....	.....	.....	**30,974**
	Year to Date '82	16,717	9,323	.....	.....	.....	.....	.....	.....	26,040
KENWORTH	**June, '83**	.....	.....	.....	.....	.....	.....	.....	**458**	**458**
	June, '82	.....	.....	.....	.....	.....	.....	.....	659	659
	Year to Date '83	.....	.....	.....	.....	.....	.....	.....	**3,070**	**3,070**
	Year to Date '82	.....	.....	.....	.....	.....	.....	.....	3,762	3,762
MACK	**June, '83**	.....	.....	.....	.....	.....	**243**	**109**	**981**	**1,333**
	June, '82	.....	.....	.....	.....	.....	166	43	1,161	1,370
	Year to Date '83	.....	.....	.....	.....	.....	**992**	**497**	**5,648**	**7,137**
	Year to Date '82	.....	.....	.....	.....	.....	1,102	294	6,651	8,047
MERCEDES-BENZ	**June, '83**	.....	.....	.....	.....	.....	**158**	**118**	.....	**276**
	June, '82	.....	.....	.....	.....	.....	167	97	.....	264
	Year to Date '83	.....	.....	.....	.....	.....	**853**	**425**	.....	**1,278**
	Year to Date '82	.....	.....	.....	.....	.....	1,078	459	.....	1,537
PETERBILT	**June, '83**	.....	.....	.....	.....	.....	.....	.....	**510**	**510**
	June, '82	.....	.....	.....	.....	.....	.....	.....	537	537
	Year to Date '83	.....	.....	.....	.....	.....	.....	.....	**3,195**	**3,195**
	Year to Date '82	.....	.....	.....	.....	.....	.....	.....	2,942	2,942
PLYMOUTH	**June, '83**	**437**	**476**	.....	.....	.....	.....	.....	.....	**913**
	June, '82	517	403	.....	.....	.....	.....	.....	.....	920
	Year to Date '83	**2,595**	**2,173**	.....	.....	.....	.....	.....	.....	**4,768**
	Year to Date '82	3,455	2,128	.....	.....	.....	.....	.....	.....	5,583
VOLVO	**June, '83**	.....	.....	.....	.....	.....	.....	**105**	**67**	**172**
	June, '82	.....	.....	.....	.....	.....	.....	41	21	62
	Year to Date '83	.....	.....	.....	.....	.....	.....	**403**	**306**	**709**
	Year to Date '82	.....	.....	.....	.....	.....	.....	175	73	248
WESTERN STAR	**June, '83**	.....	.....	.....	.....	.....	.....	.....	**22**	**22**
	June, '82	.....	.....	.....	.....	.....	.....	.....	61	61
	Year to Date '83	.....	.....	.....	.....	.....	.....	.....	**145**	**145**
	Year to Date '82	.....	.....	.....	.....	.....	.....	.....	374	374
WHITE	**June, '83**	.....	.....	.....	.....	.....	.....	.....	**181**	**181**
	June, '82	.....	.....	.....	.....	.....	.....	.....	187	187
	Year to Date '83	.....	.....	.....	.....	.....	.....	.....	**1,064**	**1,064**
	Year to Date '82	.....	.....	.....	.....	.....	.....	.....	996	996
MISCELLANEOUS*	**June, '83**	**36,725**	**761**	.....	**34**	.....	.....	**21**	**86**	**37,627**
	June, '82	25,657	631	.....	1	1	.....	19	104	26,413
	Year to Date '83	**185,732**	**3,832**	.....	**149**	**5**	.....	**127**	**401**	**190,046**
	Year to Date '82	148,991	3,169	.....	5	2	.....	69	782	153,021
TOTALS	**June, '83**	**148,192**	**112,867**	**2,061**	**34**	**28**	**3,400**	**4,266**	**6,341**	**274,989**
	June, '82	114,612	94,213	1,911	1	221	3,108	4,625	6,831	225,522
	Year to Date '83	**718,615**	**565,417**	**5,835**	**149**	**270**	**18,856**	**23,149**	**34,950**	**1,365,941**
	Year to Date '82	617,788	490,467	9,704	5	755	18,505	30,196	37,128	1,204,538

★—No Oklahoma registrations 1983 and 1982.
#—Memo units are trucks which are part of the total listed above each entry. Chevrolet memo units are vans, El Camino, LUV and S-10 compacts; Ford, vans, Bronco, Courier, Ranger and Bronco II; GMC, vans, Jimmy, Caballero and S-15 compacts; Dodge, Ram 50, Rampage, Ram Van and Rampage; Jeep, CJs, Cherokee, Wagoneer and Scrambler. Plymouth trucks are Voyager, Arrow, Trail Duster and Scamp.

—Compiled from R. L. Polk & Co. data

Increases achieved in all three market segments

August sales hit four-year high

Continued from Page 14

239 light trucks in inventory, down 17.1 percent from the year-ago 571,927. Mediums were 18.9 percent lower, from 11,462 last year to 9,301. Heavies were off 32.2 percent to 25,942 units, compared with 38,262 a year ago.

• During the month, Ford dealers retailed 75,007 vehicles, an increase of 38 percent over last year's 54,362. The eight-month total was up 18.7 percent to 631,211 units, compared with 532,021 in 1982.

Chevrolet said its dealers sold 72,748 trucks in August, a gain of 33.9 percent over the year-earlier 54,346. Through August, the total was 624,568, up 13.6 percent from last year's 549,995 units.

From a percentage standpoint, GMC's August sales increased more than any other Big Three truck manufacturer.

Dealers retailed 21,257 units, up 51.9 percent from last year's 13,998. The January-August count was 176,729, a gain of 11.1 percent over the year-ago 159,054.

Chrysler dealers retailed 19,058 units during the month, an increase of 3.3 percent over last year's 18,454. Through August, the total was up 4.6 percent to 178,604 vehicles, compared with 170,822 a year ago.

August sales of Jeep four-wheel-drive vehicles totaled 4,800 units, an increase of 9.9 percent over the year-earlier 4,368. The January-August count was 11.6 percent higher, 46,984 versus 42,109.

• Retail sales of Volkswagen front-drive compact pickups were off 61 percent in August, from 905 last year to 353. The eight-month total was 3,986 units, a decline of 55 percent from the year-earlier 8,841.

All five U. S. distributors of Japanese-built compact pickups reported sizable gains for August and the first eight months.

Toyota dealers retailed a record 26,161 vehicles during the month, an increase of 50.4 percent over last year's 17,399 units. Through August, the total was up 27 percent to 119,221 units, compared with 93,902 in the like period a year ago.

During the month, Nissan dealers sold 14,977 pickups, up 84.3 percent over the year-earlier 8,125 units. The January-August count was 49.4 percent higher than last year, 91,835 versus 61,484.

August sales of Mazda compacts totaled 7,088 units, an increase of 56.4 percent over last year's 4,532. The eight-month count soared to 47,024 units, a gain of 75.2 percent over the 26,842 retailed in the same period in 1982.

Isuzu dealers sold a record 2,367 vehicles during the month, 86.2 percent higher than the year-ago 1,271. Through August, the total was 15,508, up 34.2 percent from last year's 11,556 units.

During the month, Mitsubishi dealers retailed 767 pickups, bringing the eight-month total to 5,416 units.

Big Three August, year-to-date sales

	August		Year to date	
	1983	1982	1983	1982
Ford				
Vans	12,678	8,688	109,126	82,024
Club Wagon	1,712	2,579	19,507	22,957
Ranger	12,951	9,993	124,364	64,123
Courier	.....	1,451	5,657	22,146
Bronco	2,359	2,432	26,972	27,290
Bronco II	6,355	.....	31,981	.....
Pickups	35,643	25,458	287,208	281,821
Mediums & Heavies	3,309	3,761	26,496	31,660
Chevrolet				
Vans	8,841	7,739	94,822	69,650
Sportvan	953	824	12,521	10,816
S-10	13,658	11,868	124,852	122,775
S-10 Blazer	7,473	.....	61,981	.....
LUV	870	1,644	4,295	17,088
El Camino	1,994	1,598	14,218	14,589
Blazer	1,611	1,050	18,519	18,202
Suburban	1,713	1,623	24,317	19,556
Pickups	33,619	26,663	258,130	266,042
Mediums	2,016	1,519	10,913	11,277
Chrysler				
Vans	5,166	4,609	49,808	42,001
Voyager, Scamp, Arrow, Trail Duster	462	648	6,384	7,907
Ram Wagon	2,015	1,865	25,215	20,469
Ram 50	3,822	2,390	19,972	22,538
Ramcharger	1,573	466	13,904	7,402
Rampage	591	1,355	7,565	12,006
Pickups	5,429	7,121	55,756	58,499
GMC				
Vans	3,664	1,671	33,084	19,055
S-15	2,994	2,337	28,284	26,222
S-15 Jimmy	1,614	.....	12,126	.....
Jimmy	513	359	4,814	4,905
Caballero	167	144	1,349	1,825
Suburban	661	565	7,583	6,630
Pickups	8,400	6,930	68,741	74,213
P Models	415	359	2,628	2,681
Mediums	1,970	1,111	12,969	16,709
Heavies	859	522	5,151	6,834

40 rollbacks of odometers bring suspended sentence

CHICOPEE, Mass.—A Massachusetts Superior Court judge has given a Chicopee used-car dealer a suspended prison sentence after the dealer pleaded guilty to charges of turning back the odometers on some 40 vehicles.

Assistant State Attorney General Raymond Lamb disclosed that Norman LaCasse, 34, pleaded guilty to 11 counts of larceny of more than $100 in connection with a scheme involving sale of cars with altered odometers at a dealer auction in the Boston suburb of Concord.

Judge Sandra L. Hamlin sentenced LaCasse to three to five years in state prison, suspended the sentence and placed LaCasse on probation for three years. The state attorney's general's office had recommended a 30-day sentence.

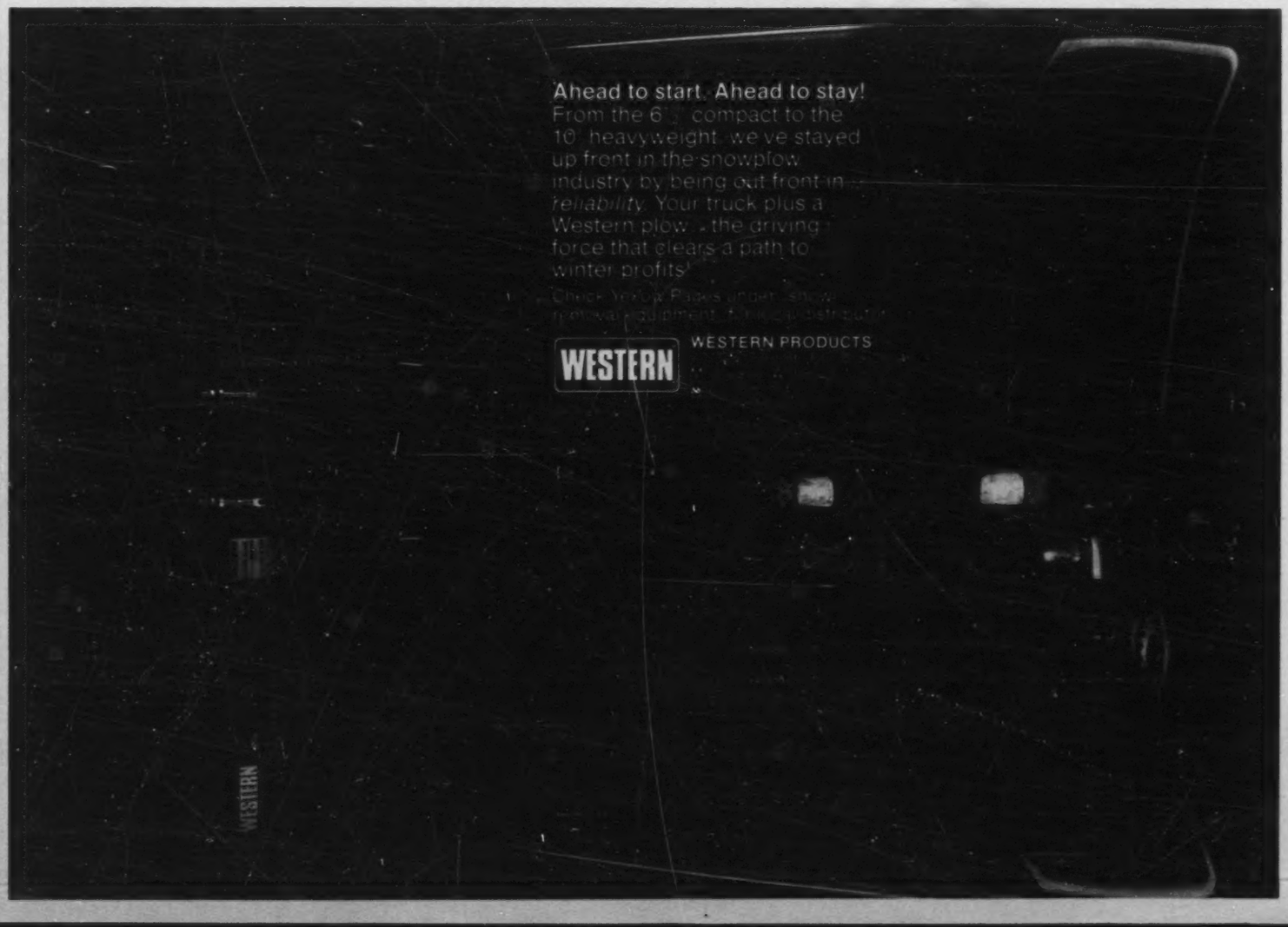
Still pending is a separate civil action in Hampden County Superior Court, brought by the state attorney general's office against LaCasse, owner of Hank's Auto Service, Inc., and Norm's Auto Service, Inc., both in this city.

Being sought is restitution for customers who may have purchased cars with altered odometers from LaCasse.

The civil action asks that LaCasse be ordered to adhere to a Massachusetts state law mandating vehicles to be kept on a lot for at least four days before being sold.

New post for Harris

DETROIT.—Emmit W. Harris Jr., has been appointed manager of the General Motors Acceptance Corp. branch in Richardson, Tex. He formerly was manager of the Houston/South branch.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American Motors

Sept. 22—Minneapolis Northstar Auto Auction, Shakopee, Minn., and Evansville Auto Auction, Evansville, Ind.

Sept. 23—Concord Auto Auction, Acton, Mass., and Floyd Hauhe Auto Auction, Bridgeton, Mo.

Sept. 27—D-A Auto Auction, New Stanton, Pa., and Aptco Auto Auction, Taylor, Mich.

Sept. 28—Columbus Fair Auto Auction, Obetz, O.; Metro Milwaukee Auto Auction, Caledonia, Wis., and Kansas City Auto Auction, Kansas City, Mo.

Sept. 29—Todd Auto Auction, Telford, Pa., and Minneapolis Northstar Auto Auction, Shakopee, Minn.

Ford Motor Co.

Sept. 27—Aptco Auto Auction, Taylor, Mich.

Sept. 28—Metro Auto Auction of Kansas City, Lee's Summit, Mo.; Minneapolis Northstar Auto Auction, Shakopee, Minn.

Sept. 29—Skyline Auto Exchange, Fairfield, N. J.

Used Car Sales
Auction Averages

September to date	$5,196
Month ago	$5,164
Year ago	$4,848

Sept. 30—Denver Auto Auction, Englewood, Colo.

General Motors

Sept. 20—Southern Auto Auction, E. Windsor, Conn.

Sept. 21—Minneapolis Northstar Auto Auction, Shakopee, Minn., and Clanton's Auto Auction, Darlington, S. C.

Sept. 28—Metro Auto Auction, Kansas City, Mo., and Golden Gate Auto Auction, Fremont, Calif.

Sept. 29—Butler Auto Auction, Gibsonia, Pa., and Indianapolis Auto Auction, Indianapolis, Ind.

Model breakdown
Auction Averages

	SEPTEMBER TO DATE	AUGUST	JULY
1983	$ 9,886	$10,166	$11,178
1982	7,627	7,702	7,622
1981	6,205	6,158	6,164
1980	5,338	5,129	5,281
1979	4,631	4,577	4,529
1978	3,340	3,579	3,353
1977	2,699	2,781	2,645
1976	1,763	1,926	2,113
Overall Average	$ 5,196	$ 5,159	$ 5,172

used-car auction directory

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Imports virtually gone with 25-day stock

U.S. inventory is 55 days, spotty

Continued from Page 1

August 1, unchanged from a month earlier, despite some 8,000 Encores in the inventory which had not yet gone on sale.

VWoA was the only corporate maker to reduce its supply during August and had a 55-day supply of Rabbits Sept. 1, down from 67 days a month earlier.

By size class, the Sept. 1 domestic inventory was divided this way: Subcompact, 17.15 percent; compact, 22.35 percent; intermediate, 40.13 percent; standard, 9.68 percent, and luxury, 10.69 percent.

A month earlier, the domestic inventory was divided as follows: Subcompact, 14.91 percent; compact, 22.33 percent; intermediate, 38.97 percent; standard, 15.91 percent, and luxury, 7.88 percent.

Sept. 1 days-supply figures by size class were:

Subcompact — Alliance, 45½; Horizon, 50; Turismo, 50; Rabbit, 55; EXP, 55½, Omni, 57; Charger, 58; Chevette, 70; Pontiac 1000, 72; Lynx, 77, and LN7, 117.

Compact — Skyhawk, 38; Cavalier, 44; Dodge 400, 44; 2000 Sunbird, 45; Reliant, 46½; Tempo, 48; Topaz, 52; LeBaron, 55; Camaro, 57; Firenza, 62; Aries, 66; Firebird, 67; Eagle, 83; Mustang, 85; Cimarron, 86, and Capri, 130.

Intermediate — Malibu, 28½; Cutlass Supreme, 46; Celebrity, 49; Ciera, 52½; Century, 53; Omega, 57; Regal, 61; Cougar XR7, 61; Monte Carlo, 61½; Grand Prix, 62; Skylark, 64; Bonneville, 67; Mirada, 70; LTD, 74; New Yorker E, 74; Marquis, 75; Chrysler E Class, 78½; Thunderbird, 80; Dodge 600, 99; Citation, 109; Pontiac 6000, 120½, and Phoenix, 126.

Standard — Olds 88, 27; Cordoba, 37; LeSabre, 39; Gran Fury, 39; Crown Victoria, 41; Grand Marquis, 41½; Diplomat, 45; Chevrolet, 52, and Parisienne, 71.

Luxury — Corvette, 23; Cadillac, 34½; Fifth Avenue, 35; Olds 98, 38; Imperial, 42; Eldorado, 54; Mark VI, 54; Seville, 58; Electra, 65; Lincoln, 68; Riviera, 72, and Toronado, 72.

On the import side, Japanese nameplates were in 22-day supply, which meant there were virtually none to be had. That compared with 23 days a month earlier.

Japanese nameplates and their days-supply figures were: Toyota, 15; Nissan, 18; Honda, 29; Mazda, 29; Subaru, 33; Isuzu, 46, and Mitsubishi, 60. In addition, Chrysler Corp. had a 54½-day supply of Mitsubishi-built Colts, Sapporos, Challengers, Conquests and Vistas.

West German nameplates were in 36-day supply. German marques and their Sept. 1 days-supply figures were: Porsche, 13; Audi, 25; Mercedes, 26; Volkswagen, 40, and BMW, 57.

Other import nameplates and their Sept. 1 days-supply figures included: Saab, 16; Jaguar, 18; Volvo, 22; Peugeot, 28; Alfa Romeo, 94, and Renault, 108.

Imported pickup trucks and their Sept. 1 days-supply figures were: Toyota, 16½; Mazda, 23; Nissan, 35; Isuzu, 70; Chrysler Corp./Mitsubishi, 72, and Mitsubishi, 105.

NEW-CAR STOCKS

	Sept. 1, 1983	Aug. 1, 1983	Sept. 1, 1982
Alliance	45½	49	....
Eagle	83	75	105
AMERICAN MOTORS	52	52	106
Horizon	50	41	84
Turismo	50	35	68
Reliant	46½	40	82
Gran Fury	39	34	44
Plymouth	48	35	61
LeBaron	55	51	92
Cordoba	37	50½	87
E Class	78½	80	....
New Yorker E	74	74	....
Fifth Avenue	35	56	68
Chrysler	56	61	87
Omni	57	46	82
Charger	58	49	77
Aries	66	34½	84
Dodge 400	44	57	134
Dodge 600	99	98	....
Diplomat	45	41½	77
Dodge	64½	48	92
CHRYSLER CORP.	57	48	85
Escort	65	29	111
EXP	55½	35	200
Mustang	85	56	120
Tempo	48	45	....
LTD	74	56	....
Thunderbird	80	83	93
Crown Victoria	41	41	76
Ford	63	48	95
Lynx	77	43	58
LN7	117	71	217
Capri	130	81	141
Topaz	52	46	....
Marquis	75	46	....
Cougar XR-7	61	63	90
Grand Marquis	41½	32	50
Mercury	63	48	70
Lincoln	68	62	66
Continental	79	82	127
Mark VI	54	61	100
Lincoln	65	64	86
FORD MOTOR CO.	63	49	88
Skyhawk	38	38	118
Skylark	64	38	81
Century	53	69	133
Regal	61	46	90
LeSabre	39	39	58
Electra	65	58	114
Riviera	72	66	98
Buick	54	49	94
Cimarron	86	68	78
Seville	58	55	75
Cadillac	34½	41½	50
Eldorado	54	56	62
Cadillac	45	48	56
Chevette	70	61	71
Cavalier	44	36	107
Citation	109	78	109
Camaro	57	52	58
Celebrity	49	71	140
Monte Carlo	61½	51	83
Chevrolet	52	49	87
Corvette	23	22	132
Chevrolet	54	51	86
Firenza	62	42½	136
Omega	57	34	92
Ciera	52½	50	129
Cutlass	46	30	60
Olds 88	27	23	44
Olds 98	38	37½	95
Toronado	72	62½	74
Oldsmobile	44	35½	75
1000	72	68	135
2000 Sunbird	45	30	138
Phoenix	126	66½	154
Firebird	67	54	82
Bonneville	67	59	70
6000	120½	58½	178
Grand Prix	62	63	61
Parisienne	71	70½	....
Pontiac	63	55½	107
GENERAL MOTORS	52	47	86
Volkswagen	55	67	85
TOTAL	55	48	88

At least, not while Reagan is in office

Air bag requirement called unlikely

Continued from Page 3

meant needless deaths and injuries.

Responding to Danforth's criticism of the "ornamental" bumper, Steed noted that the government, like the Center for Auto Safety and others, is filing briefs on the effects of the Supreme Court air-bag decision on the bumper case. Meanwhile, said Steed, NHTSA is spending $1 million on a full-scale evaluation of the standard.

• But, Steed added, NHTSA would object to the "rigidity" of setting a bumper standard in the Danforth bill even if the agency agreed with the speed because such a legislated speed would "severely curtail the agency's ability to adjust the standard to meet the best current data and could stifle innovation in the automobile industry."

Steed also opposed the Danforth bill's section on side impact protection. She explained NHTSA is in the middle of a series of 30 side impact tests and NHTSA expects preliminary results by next March. A new standard must await the conclusion of research and that could not be before the time set in the Danforth bill.

(Steed did not mention that cooperative work NHTSA initiated with the auto makers has been suspended awaiting the outcome of a suit which says the studies are illegal. That suit was filed by Joan Claybrook, former NHTSA chief and now head of Public Citizen, a consumer activist group.)

Steed also reported that NHTSA plans a "major push" on truck crashworthiness but also noted that Congress had reduced its funds by 75 percent for fiscal 1983 and will stay at that level for fiscal 1984.

NHTSA is also considering improvements in steering wheel design and the strength of cab structure and therefore supports that section of the Danforth omnibus bill.

NHTSA is opposing the bill's requirement for '85 models to use the Securiflex windshields made by St.-Gobain Vitrage, a French company, because NHTSA is considering a rule that will allow a variety of materials as a bond to the inside of the windshield.

Steed also testified that while NHTSA continues its high-speed crash testing, there is still "widespread concern" about the repeatability of the test data and NHTSA has called for a public meeting in October. NHTSA will make a report to Congress next January.

Steed said NHTSA is drafting a booklet to be called AUTO-WISE, that will not give ratings but will have lots of safety data; it will also be updatable by supplements

Steed concluded by saying that although NHTSA has submitted a final rule on high-mounted stoplights for Office of Management and Budget clearance, NHTSA cannot support the bill's effective date of '85 models.

Bob Kelly, senior vice president of the Insurance Institute for Highway Safety (IIHS), said that delay of passive restraints means deaths and suggested NHTSA and the Department of Transportation (DOT), move the reconsideration as quickly as possible. IIHS endorses the timetable suggested by State Farm, one of the successful litigants in the passive-restraint case.

State Farm, in a letter to Transportation Secretary Elizabeth H. Dole, suggested concluding rulemaking by Dec. 15, 1983. This envisages a 15-day comment period and a 15-day reply comment period after the start of rulemaking on or before Oct. 15.

If DOT has all comments and replies in hand by Nov. 15, then 30 days can elapse before a final decision by Dec. 15. Taking prompt action would put the auto industry on immediate notice that it should start planning passive restraints for the following model year.

As for General Motors' arguments for further study of costs and benefits, State Farm said this could mean years of delay.

Claybrook wholeheartedly supported the Danforth bill and agreed that the Administration was determined to kill the passive-restraint rule.

Somewhat different testimony in favor of mandatory air bags was heard last week from James P. Corcoran, New York superintendent of insurance, speaking on behalf of the National Assn. of Insurance Commissioners. Corcoran said that a majority of insurers has already filed with the New York State Insurance Department for premium discounts of up to 30 percent on both no-fault and medical payment insurance for cars with passive restraints.

Corcoran plans to recommend that the National Assn. of Insurance Commissioners adopt model legislation to require all auto insurers to provide appropriate premium discounts for no-fault, medical payment and bodily injury liability coverages on insured vehicles with passive restraints.

The National Assn. of Independent Insurers — which testified in favor of the Danforth bill — endorsed Corcoran's recommendation.

New labor pact OK'd by workers at Chrysler

DETROIT. — The new 25-month contract between the UAW and Chrysler Corp. has been approved by a 7 to 3 margin by the UAW members.

Of the 32,263 workers voting, 22,427 voted yes and 9,836 voted no. There are about 56,000 Chrysler workers.

The new contract, negotiated earlier this month, gives U. S. Chrysler workers a $1 an hour cost-of-living increase retroactive to Aug. 15, 1983, and an additional $1.42 an hour increase during the agreement.

Those raises will give the Chrysler workers current parity with their counterparts at General Motors and Ford. They were lagging behind by about $2 an hour. That would have increased to $2.42 next June when COLA payments, deferred at the Big Two under their current contracts, are restored.

The contract will cost Chrysler about $1 billion. It expires Oct. 15, 1985.

Chrysler workers agreed to more than $1 billion in concessions when the company faced bankruptcy.

GM chairman sees 13.5 million sales for 1984

Continued from Page 1

million cars and 2.9 million trucks are expected to be sold, representing a 15 percent climb over 1982.

Smith made it clear that he feels the potential exists to top his current outlook.

"Sales could easly surpass this ('84) total," he said. "When you look at the strong financial position of consumers and the great need to replace many of the aging vehicles on the roads, it's clear we could exceed our 13.5-million forecast."

Hedging his bet, however, the GM chairman noted there's also some potential for slipping below his estimate. "The principle risks here rest with the financial markets and with concerns over the federal deficit," he said.

Smith supported his upbeat forecast, however, by saying the Gross National Product should continue to rise at a 3 to 4 percent rate through 1984.

"Strong gains in industrial production and employment show the economy is still expanding rapidly," he said. "And extremely low inventory levels indicate we should have further gains in both output and employment."

He noted that GM already has recalled some 65,000 laid-off workers during 1983.

Taking a longer-range view, Smith predicted that "sometime in the mid-'90s" North American new car and truck sales will reach the 20-million mark for the first time, and worldwide car and truck sales will reach 60 million.

By contrast, the best year of record to date is 1978 when free-world car and truck sales totaled more than 38 million units.

Porsche moves to take over U.S. distribution

Continued from Page 1

inal Porsche-Audi agreement is considered a success, there is no doubt the relationship between Porsche and the parent VW group has changed since the Wolfsburg company stopped buying most of its R & D from Porsche.

"It needs a delicate touch when two manufacturers are sitting on top of one another," said former Porsche sales director Lars Roger Schmidt.

Schmidt, a long-term Porsche man who quit unexpectedly in April of this year, is expected to be replaced by the end of this year.

Meanwhile, the center of attention of the Porsche stand at the Frankfurt Auto Show was a new four-wheel-drive 400-HP model based on the 911 and carrying the name Group B.

But far from simply being an homologation special — 200 must be built in a year to qualify for acceptance in a certain auto racing category — the sleek, curvy Group B will form the basis for a street-legal car for the U. S.

Helmutt Bott, director of Porsche R&D, suggested that it could be a replacement for the 930 Turbo.

Rejecting doubts that getting the car through America's complex exhaust, safety and bumper standards will prove difficult, Bott quipped, "We like a challenge."

He added that the program will take "at least three years."

Total is highest since late June

Auto production jumps to 150,427

By Mary Beth Mayer
Staff Writer

Last week saw the highest domestic auto production in 12 weeks.

The makers scheduled 150,427 units last week — the highest total since 152,810 cars were completed the week ending June 25.

The total was 28.61 percent over 116,970 units built during the prior four-day week, and 48.05 percent above 101,611 units finished in the year-ago period.

So far this year, there have been 4,600,747 cars assembled, up 23.52 percent from 3,724,820 units assembled in the same period last year.

Breakdown for the week by companies was: General Motors, 55.87 percent; Ford Motor Co., 25.08 percent; Chrysler Corp., 13.76 percent; American Motors, 3.00 percent; Volkswagen of America, 1.56 percent, and Honda, 0.73 percent.

Honda's production was low last week due to model changeover.

Two GM plants — Norwood and Van Nuys — were down last week, because of a shortage of automatic transmissions for Camaros and Firebirds.

GM had its Detroit, Flint and Lansing plants working Saturday (Sept. 17).

Three Chrysler plants logged daily overtime last week. Belvidere and Newark worked two daily 9-hour shifts and Jefferson worked two daily 8½-hour shifts.

Four Ford facilities worked daily and Saturday overtime last week. Working extra hours were: Kansas City, Loraine, St. Louis and Wayne. Ford's Chicago point also logged extra daily hours.

Ford's Atlanta point added production of '84 LTD and Mercury Marquis models to its T underbird output last week. The facility will drop Thunderbird production from 50 per hour to 31 and will build 19 LTD and Marquis models combined per hour.

This week, Ford slated overtime at five factories. Chicago, Kansas City, Lorain, St. Louis and Wayne will work daily overtime and Lorain, St. Louis and Wayne will also work Saturday (Sept. 24).

Demoted exec who sued is fired by Ford directors

DETROIT. — Thomas Feaheny, the Ford Motor Co. executive who filed a $330 million lawsuit against Henry Ford II, Ford Motor Chairman Philip Caldwell and other Ford executives, was fired Sept. 8 by the company's board of directors.

Feaheny had been suspended, with pay, from his post as vice president of vehicle research since he filed the lawsuit July 26 in Wayne County Circuit Court here.

In his lawsuit, Feaheny said Ford executives conspired to sabotage his career and leave him "twisting in the wind," according to Feaheny's attorney, James F. Schouman.

Trial has been set for January, 1984, though Schouman said a judge will rule Sept. 30 on a motion by the defendants to dismiss Feaheny's suit.

Feaheny said Ford executives started to conspire against him after he testified as a witness for Ford Motor Co. during the 1980 trial in Winamac, Ind. Feaheny was vice president of car engineering at the time and testifed the Pinto was a safe car. Ford Motor was acquitted of criminal charges in the death of the Pinto's passengers.

Along with Ford and Caldwell, Feaheny's suit also named Harold A. Poling, executive vice president for North American Automotive Operations; Harold C. MacDonald, a retired vice president; John McDougall, a retired vice president; Louis R. Ross, executive vice president for technical staffs, and Peter J. Sherry, vice president for personnel and organization.

Feaheny said he was the only Ford officer not granted stock options in 1980 through 1982, that his salary of $165,000 per year had been frozen since 1979 and that he was being denied other perks.

A Ford Motor spokesman said: "We regard it as an internal matter and we don't want to discuss the details."

Clark signs for GM lines

HOLTON, Kans. — Homer L. Clark has signed a franchise for Clark Chevrolet - Oldsmobile-Pontiac-Buick, Inc., here.

Truck production of 55,819 is best in 4 years

Domestic truck makers targeted last week's output at 55,819—the most trucks produced in one week since 58,483 were completed in the week ending July 14, 1979.

Last week's total was up 28.79 percent over 43,342 trucks finished during the prior holiday-shortened week and 33.15 percent over the 41,304 built in the year-ago week.

Year-to-date, there have been 1,602,060 trucks assembled, up 11.45 percent from last year's 1,437,480.

Nine factories worked extra hours last week, to boost output to the four-year high.

Ford Motor Co. had six facilities on overtime. Kansas City, Lorain, Louisville, Norfolk, Michigan and Twin Cities worked extra daily hours and Lorain and Louisville were also up Saturday (Sept. 17).

General Motors' Janesville and Pontiac No. 5 plants posted Saturday overtime last week, and Chrysler Corp.'s Warren truck point worked daily overtime.

This week, Ford plans overtime at four facilities. Louisville, Norfolk, Michigan and Twin Cities will work daily overtime, and Louisville will also operate Saturday (Sept. 24).

Ford plant down; Canadian output 14,262 for week

As Ford Motor Co.'s St. Thomas facility went down last week to begin four weeks of tooling changes, the Canadian auto makers scheduled 14,262 units, down from 14,443 units assembled in the previous holiday-shortened week.

Last week's total was down 1.26 percent from the week before, but was 17.95 percent over the 12,092 cars built in the year-ago week.

So far this year, 678,268 units have been assembled, up 6.97 percent from 634,103 completed in the year-ago period.

Canadian truck manufacturers estimated last week's output at 12,480, up 23.15 percent from 10,134 built in the four-day week before and 55.23 percent over 8,040 finished in the year-ago week.

Year-to-date, the makers have completed 367,363 trucks, down slightly from 369,671 finished in the year-ago period.

Ford's St. Thomas car point will be closed until Oct. 10 as it retools to add production of full-size cars to the Escort/Lynx subcompact cars already built there.

Chrysler Corp.'s Windsor car facility is retooling for the T-115 van/wagon, which it will begin to produce in early October.

International Harvester's Chatham plant was down last week.

U. S. CAR PRODUCTION

	Week Ended Sept. 17, 1983	Week Ended Sept. 18, 1982	Week Ended Sept. 10, 1983	Sept. to Date	Jan. 1 to Sept. 18, 1982	Jan. 1 to Sept. 17, 1983
AMERICAN MOTORS	4,500	3,000*	4,290	10,648	54,679*	128,878
AMC Total	.....	1,500*	.....	.....	39,979*	4,071
Concord	.....	.....	.....	.....	.....	3
Eagle	.....	.....	.....	.....	.....	4,068
Renault Total	4,500	1,500*	4,290	10,648	14,700*	124,807
Alliance	2,900	1,500*	2,770	6,750	14,700*	111,943
Encore	1,600	.....	1,520	3,898	.....	12,864
CHRYSLER CORP.	20,700	8,250	16,274	44,084	419,610	602,081
Plymouth Total	7,600	3,287	5,806	15,919	169,834	215,950
Horizon	3,500	1,494	2,558	7,288	54,218	86,411
Reliant	4,000	1,697	3,177	8,431	115,004	132,132
Caravelle ('83)	100	96	71	200	612	3,407
Chrysler Total	4,600	1,289	3,769	10,195	82,966	143,614
LeBaron	1,200	797	1,256	3,038	77,486	60,749
Laser	800	.....	684	1,772	.....	4,715
Chrysler E-Class	2,600	510	1,829	5,385	5,480	78,150
Dodge Total	8,500	3,674	6,699	17,970	166,810	242,517
Omni	3,200	1,503	2,919	7,114	51,025	88,948
Aries	3,300	1,250	2,404	6,691	87,409	98,655
Daytona	600	.....	418	1,293	.....	3,105
Dodge 400	.....	229	.....	.....	23,934	18,478
Dodge 600	1,400	692	958	2,872	4,442	33,331
FORD MOTOR	37,726	17,402	23,948	74,069	790,123	1,045,817
Ford Division	24,407	10,913	17,373	49,595	498,370	667,367
Escort	7,794	5,745	4,697	14,152	204,859	187,022
Fairmont	.....	.....	.....	.....	88,429	23,728
Mustang	2,774	3,673	412	4,335	94,098	78,351
LTD/Granada	3,736	1,495	3,054	8,082	76,331	119,383
Thunderbird	4,029	.....	3,332	8,898	29,326	134,986
Crown Victoria/Ford..	2,351	.....	1,618	4,733	.....	65,536
EXP	.....	.....	.....	.....	5,327	1,184
Tempo	3,723	.....	4,260	9,395	.....	57,077
L-M Division	13,319	6,489	6,575	24,474	291,753	378,450
Mercury Total	10,957	4,400	6,575	21,054	223,933	299,497
Lynx	1,982	1,761	1,159	3,581	64,502	53,370
Capri	967	836	139	1,467	26,317	16,343
Zephyr	.....	.....	.....	.....	28,988	8,601
Marquis/Cougar	1,430	328	954	2,943	36,527	51,166
Cougar/XR7	3,368	.....	2,290	6,718	10,580	86,359
Gr. Marquis/Marquis	1,849	1,475	1,316	3,864	55,657	66,886
LN7	.....	.....	.....	.....	1,362	290
Topaz	1,361	.....	717	2,480	.....	16,482
Lincoln Total	2,362	2,089	.....	3,420	67,820	78,953
Continental ('82)	.....	418	.....	.....	14,091	8,793
Lincoln	2,362	1,086	.....	3,420	31,021	49,969
Mark VI	.....	585	.....	.....	22,708	20,191
GENERAL MOTORS	84,041	72,959	69,946	188,273	2,398,124	2,727,834
Buick Division	20,198	15,489	15,326	42,816	557,759	620,114
Skylark	3,729	4,208	2,800	7,778	108,385	73,002
Skyhawk J	1,245	1,519	966	2,712	51,369	50[illegible]
Century	4,365	402	3,319	9,299	90,343	113,[illegible]
Regal	4,860	4,058	3,647	10,126	151,654	174,802
Buick	4,778	3,896	3,605	10,220	128,786	172,928
Riviera	1,230	1,405	989	2,681	27,222	34,884
Cadillac Division	6,981	6,000	5,613	15,026	165,032	213,418
Cimarron	385	497	346	901	5,056	14,112
Seville	756	656	605	1,655	15,151	24,433
Eldorado	1,423	1,314	1,118	3,113	40,089	53,078
Cadillac	4,417	3,533	3,544	9,357	104,706	121,795
Chevrolet Division	24,186	23,111	22,238	57,551	774,698	889,861
Chevette	4,430	4,880	3,528	9,748	161,533	133,989
Cavalier	6,269	3,210	4,381	13,031	65,427	209,325
Celebrity	3,125	2,533	2,646	7,072	49,197	94,120
Camaro	.....	4,811	3,946	5,684	172,614	134,055
Citation	1,950	1,411	1,191	3,866	129,969	71,257
Malibu/El Camino	677	2,543	657	1,599	89,037	100,367
Monte Carlo	3,168	1,727	2,317	6,616	54,057	72,539
Chevrolet	3,942	1,389	3,080	8,418	32,179	56,263
Corvette	625	807	492	1,367	20,685	17,946
Oldsmobile Division	24,796	19,578	19,336	52,600	555,517	721,853
Omega	1,340	1,224	1,302	3,346	62,740	41,690
Firenza	925	567	780	2,070	35,373	33,430
Cutlass	7,911	5,738	5,225	15,824	144,505	212,387
Cutlass/Ciera	5,710	4,415	4,191	11,981	91,884	147,788
Oldsmobile	8,005	6,909	7,115	17,398	200,056	257,265
Toronado	905	727	723	1,981	22,959	29,293
Pontiac Division	7,880	8,781	7,433	20,430	343,118	282,588
Acadian†	.....	305	35	118	8,489	15,584
2000	3,502	1,003	2,304	7,151	31,536	73,928
1000	1,265	694	930	2,428	28,468	32,403
Firebird	.....	3,615	1,617	2,648	102,568	65,455
Phoenix	490	470	319	1,037	37,916	19,219
G. Prix/B'ville ('83)	1,888	1,552	1,538	4,158	105,587	71,869
Parisienne	735	.....	690	1,889	.....	4,130
6000	.....	1,142	.....	.....	28,554	.....
HONDA	1,110	.....	920	4,611	.....	31,697
VOLKSWAGEN	2,250	.....	1,592	4,884	60,121	64,440
CHECKER	.....	.....	.....	.....	2,163	.....
Total Cars, U. S.	150,427	101,611	116,970	326,569	3,724,820	4,600,747

CANADIAN CAR PRODUCTION

	Week Ended Sept. 17, 1983	Week Ended Sept. 18, 1982	Week Ended Sept. 10, 1983	Sept. to Date	Jan. 1 to Sept. 18, 1982	Jan. 1 to Sept. 17, 1983
AMERICAN MOTORS	600	.....	478	1,444	23,177	20,057
CHRYSLER CORP.	.....	3,274	.....	.....	119,482	103,857
FORD MOTOR	5,925	234	8,501	17,897	220,862	182,301
GENERAL MOTORS	7,512	8,203	5,336	15,588	263,486	365,043
VOLVO	225	381	128	443	7,096	7,010
Total Cars, Canada	14,262	12,092	14,443	35,372	634,103	678,268
N. American Cars	164,689	113,703	131,413	361,941	4,358,923	5,279,015
N. American Trucks	68,299	49,344	53,476	144,941	1,807,151	1,969,423
North American Cars and Trucks	232,988	163,047	184,889	506,882	6,166,074	7,248,438

†—All Acadians and Caravelles are built for sale in Canada. *—Estimated.

TRUCK PRODUCTION IN U. S.†

	Week Ended Sept. 17, 1983	Week Ended Sept. 18, 1982	Week Ended Sept. 10, 1983	Sept. to Date	Jan. 1 to Sept. 18, 1982	Jan. 1 to Sept. 17, 1983
CHEVROLET	19,014	13,732	13,560	38,134	496,177	559,146
DODGE	3,100	2,082	2,264	6,468	95,012	97,257
FORD	22,469	17,994	18,064	48,745	520,776	627,721
GMC	6,198	4,517	5,019	12,932	176,911	180,142
INTERNATIONAL	1,088	.....	861	2,383	34,790	35,559
VOLKSWAGEN	.....	.....	.....	.....	8,103	2,079
JEEP	2,500	1,929*	2,342	5,838	62,981	59,993
NISSAN	400	.....	372	933	.....	2,993
AM GENERAL	50*	50*	40*	110*	1,730	1,770*
MISCELLANEOUS	1,000*	1,000*	800*	2,200*	41,000	35,400*
Total Trucks, U. S.	55,819	41,304	43,342	117,743	1,437,480	1,602,060

CANADIAN TRUCK PRODUCTION

	Week Ended Sept. 17, 1983	Week Ended Sept. 18, 1982	Week Ended Sept. 10, 1983	Sept. to Date	Jan. 1 to Sept. 18, 1982	Jan. 1 to Sept. 17, 1983
CHRYSLER CORP.	2,652	2,621	2,281	5,921	74,430	89,097
FORD MOTOR	2,580	153	2,680	7,565	103,473	95,526
GENERAL MOTORS	6,248	5,268	5,090	13,609	183,602	178,861
INTERNATIONAL	.....	.....	103	153	8,166	3,879
Total Trucks, Canada	12,480	8,040	10,134	27,248	369,671	367,363
N. American Trucks	68,299	49,344	53,476	144,941	1,807,151	1,969,423

†—Non includes window van production. *—Estimated.
Jeep includes commercial only. AM General includes government-destined vehicles.

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Automotive News

September 26, 1983

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Bill would put tough restrictions on major Japanese import lines

By Helen Kahn
Washington Bureau Chief

WASHINGTON.—A draft bill to restrict Japanese imports very severely—except for small manufacturers and for domestic companies bringing in their captive imports—is being circulated among the domestic auto companies and the UAW.

Written as an emergency and temporary measure by Michigan Rep. John Dingell, it would consider suggestions, then be polished and introduced as the quota bill promised when mention was first made of the possibility the Japanese might not accept a fourth year of "voluntary" restraints on auto exports to the U. S.

The Dingell draft gives authority to the Secretary of Commerce (thus keeping jurisdiction within the House Energy and Commerce Committee, which Dingell chairs) to keep tabs on production and sales so that a 15-percent share can be figured for importers bringing in more than 100,000 units (vehicles weighing up to 10,000 pounds) in the second model year preceding the publication.

If, for example, such a bill were in effect now, the only import companies affected would be Japanese: Nissan, Honda, Mazda, Subaru, and Toyota, based on 1982 sales. Fifteen percent of the 1982 total U. S. sales of 5,461,074 would be 819,161. This is, of course, far below the 1.68 million allowed for Japanese imports under the "voluntary" agreement.

Certainly it would be far below what General Motors might want since it desires to bring in 100,000 cars from Suzuki and 200,000 from Isuzu. Although these "captives" would be exempt from the proposal as drafted by Dingell, there is also language exempting captives only if consistent with the purposes of the bill.

• The "emergency" bill—drafted to avoid violating treaties on the General Agreement on Tariffs and Trade—is also tempo-

Continued on Page 45, Col. 1

Committee wants them as options by 1986

Air bags gain in Senate

WASHINGTON. — A voice vote of the Senate Commerce Committee indicates that the group wants air bags offered as an option on auto makers' most popular models, beginning in 1986.

Several budget waivers may be needed before this bill, which involves air bags, bumpers, side-impact protection, heavy - truck safety, drunk-driving and crash-worthiness rating, comes to the Senate floor.

The fate of the measure, sponsored chiefly by Senator John C. Danforth, Missouri Republican, and, as amended, by Senator Wendell Ford, Kentucky Democrat, is indeed cloudy. It had the strong support of Committee Chairman Bob Packwood, Oregon Republican.

There is so far no companion House bill in sight and there is not likely to be time this session or even in the short election-year session next year to see thorough treatment. Moreover, the bill—if it survives so long—is likely to be vetoed by President Reagan.

Yet the bill's continued life even this far is startling in light of the Republican - controlled Senate and the deregulatory fever of the last two years in Washington.

• At least, it must be viewed as sending a signal to NHTSA as it starts reconsideration of the passive - restraint standard Oct. 15. Above all, it shows impatience with the two-year tenure of former Administrator Raymond A. Peck.

The Danforth bill would have required air bags in all cars made on or after Sept. 1, 1985, and the Transportation Secretary would have had to disseminate information about this safety device.

Danforth would not allow the standard to be met by passive belts which he described as "cumbersome" and as inviting rejection and disconnection compared with the air bag's "unobtrusiveness."

Senator Ford, in his substitute, suggested an amendment that would require a large auto company to offer as an option air bags on "at least" its best-selling model at a "reasonable price" and to advertise availability for '86 models.

The makers affected are those which manufacture a "combined total of more than 1.2 million passenger cars in the U. S. and any foreign nation and which sell a total of more than 200,000 passenger cars in the U. S." This means General Motors, Ford Motor Co., Nissan, Toyota and Volkswagen of America.

It is possible that by 1986 models, Honda, Chrysler Corp. and Renault would also be covered, especially if the Alliance and Encore continue their excellent sales record.

• The last time a similar amendment was proposed (by Virginia Senator John Warner in 1979), it specified passive restraints, not air bags. VWoA was also covered by that definition, but felt the burden to be less since it had then—and still has—a passive belt already offered as an option on Rabbits.

Another possible compromise —also not acceptable to Danforth—was to include Honda and Chrysler and require driver-only air bags by '86 models and then two years later require full front seat air bag protection.

Danforth indicated he might accept full front seat protection but only by including Chrysler and Honda. Senator Ford balked and insisted on his original idea —full front seat air bag protection for one line of car for '86 models but excluding Chrysler and Honda and Danforth was voted down.

Later, in talking to reporters, Danforth admitted he was "disappointed" in "half a loaf or less" on the air-bag provision.

• Senator Ford started to propose amendments and then decided to offer them when the Danforth bill comes to the floor.

Continued on Page 45, Col. 4

GM's C-cars to roll Dec. 1

By Marjorie Sorge

DETROIT. — General Motors will begin building its new front-wheel-drive C-cars at the Orion Township (Mich.) and Wentzville (Mo.) assembly plants on Dec. 1, according to F. James McDonald, GM president.

Those cars could go on sale by March, depending on how the startup goes, he said.

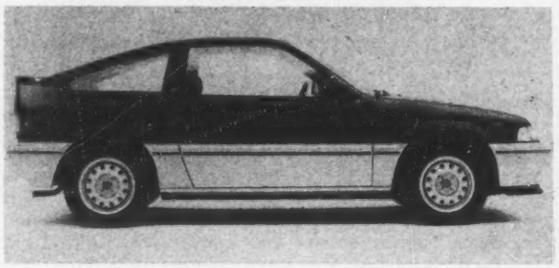
Orion will build the Oldsmobile 98 and the Cadillac DeVille, while Wentzville will produce the Olds 98 and the Buick Electra.

Each plant will build 75 cars an hour. However, the effective speed will be 67.8 because GM will use mass relief for the two daily 23-minute breaks, shutting down the line.

The startup of the C-bodies has been delayed twice to fine-tune and double-check the drivetrain and other components. It has been reported there were problems with the

Continued on Page 45, Col. 1

New Civics for '84



The mileage champ—Civic CRX

Tops in city mileage on the 1984 EPA list is the Honda Civic CRX, which at 51 MPG has the highest mileage ever for a gasoline engine. The CRX with its 1.3-liter engine is rated at 67 MPG highway. A 1.5-liter engine is also available. Story on Page 3.

Honda's innovative Civic Wagon

One of the biggest surprises and a big crowd-puller at the recent Frankfurt Auto Show was this Civic Wagon (called the Shuttle at the show), which joins Honda's U. S. offerings for '84. The Wagon has reclining seats front and rear and folding rear seats for flexibility in carrying passengers or cargo.

The Civic S Hatchback

This sporty Civic S Hatchback features special suspension, Michelin steel-belted radial tires and five-speed transmission as standard. Split rear seats adjust forward and back, also recline or fold up.

breaking news

Chevy's Suzuki is named Sprint

DETROIT.—Chevrolet will call its Suzuki-built minicar the Sprint when it bows next year as a 1985 model. The Sprint rides on an 88-inch wheelbase and will have a curb weight under 1,500 pounds. It is powered by a 1-liter, three-cylinder engine, expected to yield highway fuel economy figures near 70 MPG. Price is expected to be under $5,000.

Buick to offer sporty luxury cars

FLINT.—Buick will offer sporty T-type versions of its new front-wheel-drive C-body full-size cars, the Electra and

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GM-Toyota and UAW reach accord

Laid-off workers get first shot at Fremont

By Marjorie Sorge
and Helen Kahn

UAW-represented workers laid off from the General Motors Fremont (Calif.) plant will have first crack at the 2,500 hourly jobs available if the plant reopens under the GM-Toyota joint venture, according to company and union officials.

A letter of intent signed between the UAW and the joint venture last week also recognizes the UAW as the bargaining agent at the plant.

The joint venture, a 12-year agreement to build small cars at the now-idle Fremont plant, is still subject to the approval of the FTC. If approved, the two companies would begin building the new front-wheel-drive small cars during 1985.

Both UAW President Owen Bieber and W. J. Usery Jr., advisor to management on the labor relations involved in the venture, said the agreement was not made to spur action from the FTC. Bieber said he believes the commission will approve the venture.

According to Bieber, a majority of the workers hired at the new joint venture facility will be former GM-Fremont workers. Under labor law, the UAW could not be recognized immediately as the bargaining agent for the new company unless a majority of workers hired are UAW members.

There are about 4,200 former Fremont workers presumed available for the 2,500 jobs, according to GM. When the facility closed last year, about 5,200 were laid off. About 1,000 of those workers have been absorbed in GM plants at Wentzville, Mo.; Oklahoma City, and Leeds, Mo. Fremont has been closed since March, 1982.

According to the UAW, workers from those facilities could apply for the Fremont jobs since they are still considered part of that plant's workforce. However, a UAW spokesman said, the union does not expect many to make those applications.

Under the letter of intent, former Fremont workers are eligible for any job at the joint-venture plant if they have the qualifications. According to a UAW spokesman, the union expects the former workforce to fill 90 to 95 percent of the available 2,500 hourly jobs.

Usery said the new company will consider seniority and experience in hiring but will not abide by the rules of a defunct UAW unit.

The charter of UAW Local 1364, which had represented Fremont, was revoked in July because it was representing a defunct plant.

The letter also provides for an interim agreement until a formal contract is negotiated. Bargaining is scheduled to begin in April, 1985, concluding by June, 1985.

Wages at the new plant will be comparable to those in the rest of the industry. GM assemblers currently make $11.85 an hour, plus benefits.

Soviet methane car returned in protest

VICTORIA, B. C. — British Columbia Sciences Minister Pat McGeer has returned a Russian-made Lada car to protest the shooting down by the Soviets of a South Korean airliner carrying 269 passengers.

McGeer was given the car by the manufacturer. It was a special car designed to run on methane gas.

GM-Toyota venture called free enterprise

WASHINGTON. — The proposed GM-Toyota joint venture represents free enterprise — not monopoly, according to the Heritage Foundation's Asian Studies Center.

As viewed by the conservative think tank, the proposed 12-year alliance between the giant auto makers would allow U. S. companies a chance to learn management techniques, could pave the way for increased cooperation between the U. S. and Japan and would help keep auto jobs in the U. S.

The FTC Bureau of International Competition is currently considering whether such a joint venture will lessen or tend to lessen competition and thus breach the antitrust laws. Part of the consideration turns on definition of market: Is it national, international, across all types of models, or limited to cars of a certain size?

The commissioners are not expected to consider the bureau's recommendations until October. This will be after the departure of Commissioner David Clanton, a Republican who was once an aide to Michigan Republican Senator Bob Griffin.

Last week, President Reagan, as expected, sent to the Senate his FTC nominee—Terry Calvani, a Vanderbilt University law professor who is reportedly a conservative Republican. Insiders indicate there is no reason to believe that Calvani will be more or less sympathetic to the GM-Toyota arrangement than Clanton would have been.

• Meanwhile, Ford Motor Co. and Chrysler Corp. are vigorously opposing the GM-Toyota alliance.

Dr. John Copper, director of

Continued on Page 46, Col. 3

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59th year — No. 4988

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Methanol-powered Fords for California

A fleet of methanol-powered vehicles was presented by Ford Motor Co. President Donald E. Petersen, right, to California Gov. George Deukmejian. The 506-car fleet of 1983 Ford Escorts will be operated statewide by 15 city and county governments, six state agencies and two private companies.

Including fuel-champ Civic CRX

New Honda models bow in October

By Matt DeLorenzo
Los Angeles Reporter

LAS VEGAS. — Honda has introduced its new Civic line, including the two-seat CRX coupe, which recently took the EPA's top fuel economy rating.

The new Hondas are expected to go on sale in early October.

Base price for the CRX is $6,149 when equipped with a 1.3-liter, 12-valve, four-cylinder engine. That engine enabled the car to get a 51 MPG city and 67 MPG highway rating from the EPA. When equipped with a larger 1.5-liter engine, the CRX costs $6,599. The CRX features plastic front fenders and nose.

The standard Civic series has also been overhauled with styling incorporating what the company terms "the long-roof concept."

These vehicles will be available in three-door hatchback, four-door wagon and four-door sedan models. Base price for the standard Civic begins at $5,249 and goes to $6,299 for DLX models, $6,849 for the Civic S, $6,999 for the wagon and $7,099 for the sedan.

Wheelbases vary by model, with the CRX having the shortest at 86.6 inches and an overall length of 144.6 inches.

Civic hatchback models ride on a 93.7-inch wheelbase, while sedan and wagon models share a 96.5-inch wheelbase. The previous model had a 91.3-inch wheelbase.

• The CRX uses fenders made of plastic blends, including what is called Honda polymer-alloy, a variation of polypropylene developed by Honda. The CRX is available in only three colors, white, red or blue over silver.

Pictures on Page One.

A number of features incorporated in the home market models, such as fuel injection, a sunroof and pop-up ventilation scoop will not be offered on U. S. versions.

The Civic models in general offer independent front suspension with torsion-bar struts and trailing links with a beam-type axle in the rear. Steering is rack-and-pinion and the brakes are ventilated disks in front and drums in the rear.

Four- and five-speed manual gearboxes along with a three-speed automatic unit are available on Civic. The 1.3-liter engine develops 60 horsepower at 5,500 RPM and 73 pounds/feet of torque at 3,500 RPM. The larger engine develops 76 HP at 6,000 RPM and 83.9 pounds/feet of torque at 3,500 RPM.

According to Tom Elliott, vice president-national sales operations manager for American Honda, the company expects to sell 40,000 to 45,000 CRX coupes in 1984, or about 25 to 30 percent of total Civic sales. Thirty-five percent of the 140,000 to 150,000 Civics to be sold will be hatchbacks. Elliott sees two-thirds of the models being equipped with the larger 1.5-liter powerplant.

With the addition of CRX as Honda's fuel economy leader, the Civic 1300 FE has been dropped for '84. The new model also means Honda will not be bringing in the City minicar in the near future, according to Elliott.

Honda estimates it will sell 480,000 cars during the '84 model year, including U. S.-built Accords.

A cool Chevette

A great attraction at the Lujack Schierbrock (Chevrolet) Summer Melt Down Sale in Davenport, Ia., was this Chevrolet Chevette sculpted out of ice. Visitors to the dealership registered their guesses on how long it would take the ice Chevette to melt in the 96-degree heat.

Bricklin import firm drops its ad agency

MONTVALE, N. J. — International Automobile Importers, Inc. (IAI), dropped its advertising agency last week and brought all advertising efforts inside the corporation.

The decision to stop using Berenter, Greenhouse & Elgort, a New York agency, for the estimated $7 million to $10 million account was made because there wasn't "a need for a full service agency," according to John Slaven, senior vice president for marketing.

Slaven also confirmed that IAI, Malcolm Bricklin's company which imports Pininfarina and Bertone cars, will be dropping model designations as a running change in production.

The two cars will be known as the Pininfarina and the Bertone, and not Spider and X1/9.

The move is designed to promote the names of the two manufacturers rather than models since there is only one model from each manufacturer.

Both cars received the names under the old Fiat organization and were used initially by IAI.

As for advertising coming from IAI, Slaven said work was being done but he could not project when advertising would appear.

He added that the decision to drop the ad agency "was not a matter of dissatisfaction with the agency" and IAI is not looking for another agency.

Berenter, Greenhouse & Elgort was appointed in early May and Slaven said the impact of the agency on IAI was "minimal."